CHAPTER 3 OUR VISION

Regional Goals

Building on the substantial efforts that went into the development of the 1998 and 2001 RTPs, the revised goals reflect the Region's focus on a balanced approach to transportation planning and decision-making:

Adopted 2004 RTP Goals
1 *Maximize **mobility** and **accessibility** for all people and goods in the Region*
2 *Ensure travel **safety** and **reliability** for all people and goods in the Region*
3 ***Preserve** and ensure a **sustainable** regional transportation system*
4 *Maximize the **productivity** of our transportation system*
5 *Protect the **environment**, improve air quality and promote energy efficiency*
6 *Encourage **Land-use and growth patterns** that complement our transportation investments*

The goals are in no particular order and demonstrate the need to balance many priorities in the most cost-effective manner. These priorities are identified in the following:

- The Region's vast investments in multi-modal transportation infrastructure must be protected. This infrastructure is maturing and requires attention and maintenance. The Region cannot afford to replace the existing infrastructure and must protect it for future generations.

- A maturing system dictates an increased operational focus that leverages technology to maximize the system's productivity. This same investment will also minimize the variations of travel time, and increase reliability, due to incidents, weather, and other factors. The Region cannot expand the transportation system significantly, so the existing system must be utilized to its fullest, maximizing its reliability. The vitality of the Region's economy is inextricably linked to efficient and reliable transportation.

- Air quality for the Region's residents must be improved and meet federal regulations. Not doing so would undermine the health of our population and risk losing billions of federal funding to the Region.

- The investments in the RTP must address travel safety and modal balance; recognize the importance of providing safe travel choices; meet the needs of transit dependents and the

goods movement community; and provide connections among the highway system, ports, and airports.

- For the first time, the RTP also integrates land-use policies as a means to influence transportation performance and the economy. Without such integration, transportation needs in the future will significantly outpace the ability to pay for them.
- The RTP must address all these priorities and more in the most cost-effective manner so that mobility and accessibility is maximized for people and goods.

Guiding Policies

The following policies were adopted by the SCAG Regional Council to guide the development of the 2004 RTP further and reflect the transportation priorities for the Region:

Adopted 2004 RTP Policies	
1	*Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*
2	*Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.*
3	*RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and subregions.*
4	*HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.*
5	*Progress monitoring on all aspects of the Plan, including timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.*

Performance Expectations

As directed by the first policy, performance measures play a critical role in the development of the RTP. Performance measures quantify regional goals and provide a way to evaluate progress over time.

This is SCAG's third performance-based RTP. Starting in 1998, SCAG was the first Metropolitan Planning Organization (MPO) to rely extensively on performance measurement

as a means to identify the most effective investments for the Region. The performance indicators for the 2004 RTP represent an evolution that builds on earlier successes and adds specificity and technical depth to the original indicators.

Assessing the degree to which the impacts of the 2004 RTP investments meet the regional goals requires complex technical analysis. Performance measurement is a critical part of this analysis, and is used for estimating the potential impacts of investments. The same measures will be used to monitor progress in meeting the performance expectations of the RTP. This monitoring allows the Region to correct the course over time as lessons are learned and new trends are established.

For the 2004 RTP, one or more performance indicators for most goals were developed, tested, and evaluated. The resulting indicators shown in Table 3.1 ensure that the RTP addresses and follows all of its goals and policies.

The fact that the 2004 RTP uses many performance indicators reflects the delicate balancing act needed for this diverse Region. However, the overall benefit-cost indicator shown in the table aggregates most of the indicators and communicates the return on the cumulative 2004 RTP investments. Finally, the RTP development effort evaluated the overall distribution of benefits on the different population segments in the Region. This analysis is presented in Chapter 5.

Table 3.1

Performance Indicators, Measures and Outcomes

Performance Indicator	*Performance Measure(s)*	*Definition*	*Performance Outcome*
Mobility	• Average Daily Speed • Average Daily Delay	Speed - experienced by travelers regardless of mode Delay - excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are the indicators used.	10% improvement 40% improvement
Accessibility	• Percent PM peak period work trips within 45 minutes of home • Distribution of work trip travel times		Auto: 90% Transit: 37% Auto: 8% improvement Transit: 8% improvement
Reliability	• Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% improvement
Safety	• Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% improvement
Cost-Effectiveness	• Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investment costs.	$3.08
Productivity	• Percent capacity utilized during peak conditions	Transportation infrastructure capacity and services provided. • Roadway Capacity - vehicles per hour per lane by type of facility. • Transit Capacity - seating capacity utilized by mode.	 20% improvement at known bottlenecks N/A
Sustainability	• Total cost per capita to sustain current system performance	Focus is on overall performance, including infrastructure condition. Preservation measure is a subset of sustainability.	$20 per capita, primarily in preservation costs
Preservation	• Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Subset of sustainability.	Maintain current conditions
Environmental	• Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM_{10}, SOX and VOC. CO_2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	• Expenditures by quintile and ethnicity • Benefit vs. burden by quintiles	Proportionate share of expenditure in the 2004 RTP by each quintile Proportionate share of benefits to each quintile ethnicity Proportionate share of additional airport noise by ethnic group	No disproportionate impact to any group or quintile

Note: Performance Outcomes are estimated for the Plan as a whole in 2030 and not on a project-by-project basis.